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PHOTOGRAPHIC INTERPRETATION REPORT

AIRFRAME PLANT NO 1
KUYBYSHEV, USSR

Declass Review by
NIMA/DOD

NOVEMBER 1966
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8 PAGES

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GROUP 1 EXCLUDED FROM
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AIRFRAME PLANT NO 1 KUYBYSHEV, USSR

INTRODUCTION

This report is a study of the chronological development of Airframe Plant No 1. This plant is located at 53-13N 50-18E, on the eastern edge of Kuybyshev, USSR (Figure 1). The plant is adjacent to a main rail line and is located in close proximity to one of the principal water transportation routes in the Soviet Union.

The plant is a large, fairly typical fabrication and assembly plant, characterized by large, complex, multi-level buildings, many of which have high-bay sections, numerous large monitors, and crane yards (Figures 2 and 3). The bulk of the plant consists of machine shops, probable forge and foundry facilities, and subassembly and final assembly buildings, together with their associated support, storage, administration, and engineering facilities.

The building-by-building construction history of the plant is presented graphically in Figure 3 and in tabular form in Table 1, which adds chronological detail and a functional interpretation of all structures in the plant; all item numbers are keyed to Figure 3 and Table 1.

HIGHLIGHTS OF THE CHRONOLOGICAL DEVELOPMENT OF AIRFRAME PLANT NO 1

1943

Plant No 1 and its twin, Plant No 18, which is contiguous with Plant No 1 along its southeast side, were built before or during World War II as aircraft production plants (Figures 3 and 4). The presence of large numbers of aircraft on the adjacent flyaway field (Kuybyshev/Bezmyanka Airfield) indicates that the plants were in at least partial production at the time.

1959

There is a gap in the photographic coverage of the plant between [redacted] Excellent

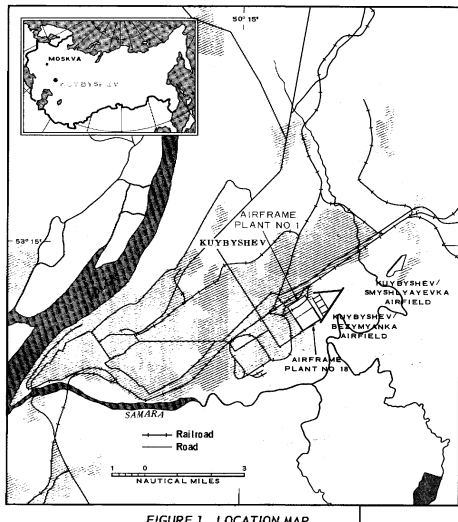


FIGURE 1. LOCATION MAP.

stereo photography of the latter date indicated that a considerable plant expansion program had been accomplished in the intervening years and that it was still under way (Figures 3 and 5 and Table 1). The [redacted] photography provides the last direct evidence that Plant No 1 was involved with airplane production or modification. Since that time, no aircraft have been observed within the plant area, and the access routes from the old final assembly building to the adjacent airfield have been utilized as sites for a number of small structures, as well as for a new, very large probable vertical assembly/test structure (item 57).

1961-1963

Relatively little construction activity was observed on the generally poor-quality, small-scale photography obtained during the period between [redacted]

[redacted] Six buildings or additions to existing structures were apparently completed during this 28-month period. The most notable construction was the high-bay structure joining 2 buildings (items 72 and 73) of World War II vintage.

1964

A large fabrication shop/subassembly building (item 30), the probable vertical assembly/test building (item 57), and a number of small structures were erected during 1964. Item 30 was probably completed during the year.

1965

A possible engineering laboratory/test building (item 69), 4 small buildings, and the low sections on the northeast end and the SW side of the probable vertical assembly/test structure (item 57) were built during 1965. Excavation for the low-bay section at the northeast end of item 57 was visible on the [redacted] photography (Figure 6), leading to the conclusion that this was a planned part of the building, rather than an afterthought. If this was the case, the entire structure was not complete until well after the early part of the year.

1966

Several small buildings and a larger structure (item 86) were built or were under construction in [redacted] (Figure 7). The location of item 86 suggests that it most likely will be administration or engineering space. The other notable construction feature of the year is a new rail spur, first observed in [redacted] and still under construction when last seen in [redacted] of this year. This rail spur has a wide turning radius and is apparently being built to haul out the items (such as large missile airframes) assembled in item 57, the probable vertical assembly/test building (Figure 8). When complete, the rail spur may enter the northeast end of the building, or it may run parallel to the south side of the building, or both.

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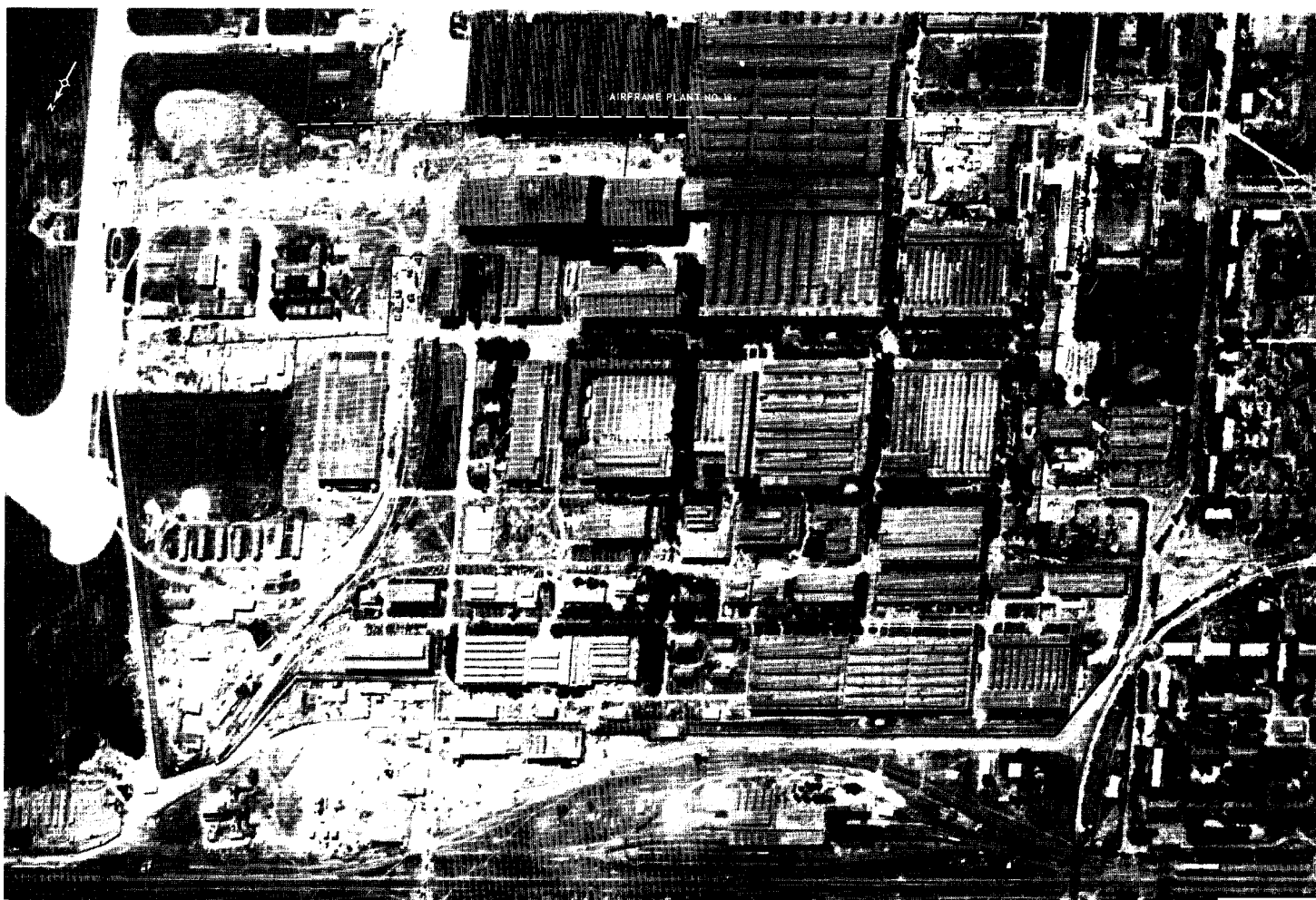


FIGURE 2. AIRFRAME PLANT NO 1, KUYBYSHEV, USSR.

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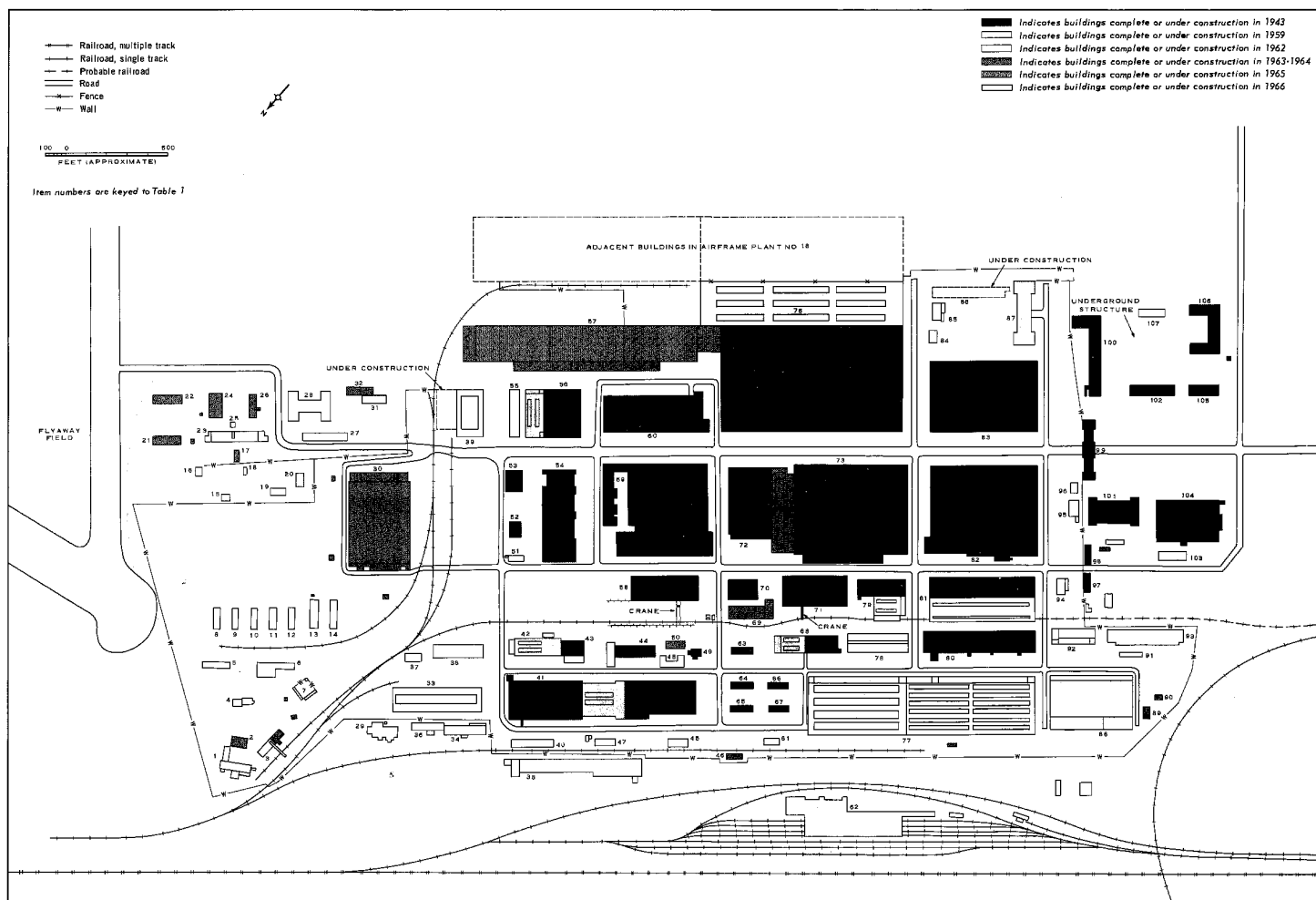


FIGURE 3. LAYOUT OF AIRFRAME PLANT NO 1.

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Table 1- Functions, Dimensions, Roof Cover, and Chronology of Structures at Airframe Plant No 1, Kuybyshev, USSR
(Item numbers are keyed to Figure 3)

Item No	Probable Function	Dimensions* (ft)			Roof Cover (sq ft)	Date First Observed**	Explanatory Notes
		Length	Width	Height			
1	Various general-purpose bldgs, including storage, small shops, and mainte- nance bldgs, pump and valve houses, construc- tion bldgs, guardhouses, and tool houses						Bldg added to during 1964
2							
3							
4							
5							
6							Two bldgs; 2 bldgs located N & NW of item 7 are
7							
8							
9							
10							
11	Poss engineering lab/shop						Small bldg immediately SE is
12							
13							
14							
15							
16							
17							
18							
19							
20							
21	Small shop, outside plant						Small bldg NE of item
22							Small bldg east of item
23							
24							Projection on south side is
25							
26							
27							
28							
29							May be associated with Plant No 1 as part of a forge/foundry operation; irregular structure is approximately 145 x 50 ft
30							
31	Fabrication shop/subas- sembly bldg						Shop, approximately 200 x 40 ft, is an u/c processing/fabrication facility which may be asso- ciated with Plant No 1
32							Shop, approximately 680 x 80 ft (irregular), may be associated with Plant No 1
33							Shop, approximately projection on the north side
34							
35							
36							
37							
38							
39							
40							
41	Poss foundry/machine shop						Center section, joining 2 preexisting bldgs, was built during 1962
42							Section on NE side added between 1943 and 1959
43							May be associated with item 58; NE end added between 1943 and 1959
44							

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Table 1. (Continued)

Item No	Probable Function	Dimensions* (ft)			Roof Cover (sq ft)	Date First Observed**	Explanatory Notes
		Length	Width	Height			
45	Storage bldg						Possibly used for receiving freight directly from adjacent freight station The small bldg immediately E is approximately 35 x 25 ft This bldg, present on [] photography, may have since been razed
46	U/I structure						
47	Storage bldg						
48	Utility bldg						
49	Utility bldg						
50	Poss storage bldg						Has long row of poss vertical tanks along north side of bldg and a battery of prob horizontal tanks on south side
51	Utility bldg						
52	Utility bldg						
53	Utility bldg						
54	Subassembly/storage bldg						This bldg originally was reported to be a hangar
55	Shop						
56	Shop						
57	Prob vertical assembly/ test bldg						Low bay at NE end, added in 1965, is [] each wing of main bldg is [] center high bay is [] the very high center section suggests ver- ticle assembly, poss incorporating structural/alignment testing U/C, [] may be associated with bldgs 44 & 50; large crane yard on N side
58	Poss heat treatment/weld- ing bldg						May incorporate fabrication and engineering testing; has crane yard at NE end
59	Fabrication/assembly bldg						
60	Machine shop						
61	Storage bldg						
62	Freight depot						Outside plant wall
63	Warehouses						
64							
65							
66							
67	Shop						
68	Poss engineering lab/test bldg						Still u/c Jun 66; has a tower []
69	Shop						
70	Poss forge/foundry						
71	Assembly/machine shop						This structure could also be a machine shop; a crane yard is adjacent to NW side of bldg Items 72 & 73 were originally 2 bldgs, now 1; high-bay section built in 1963 to join items 72 & 73 is [] with estimated height of 85 ft; dimensions of item 73 do not include shed (395 x [] on NW side
72	Assembly/machine shop						Originally final assembly, including item 75; now prob subassembly
73	Assembly/machine shop						Section joining this bldg to item 57 is []
74	Assembly bldg						Final assembly hall when Plant No 1 was producing aircraft; dimensions given are for part of the bldg--other part in Plant No 18
75	Assembly bldg						SW part of bldg u/c, []
76	Assembly hall						Addition built onto NW side between []
77	Fabrication/assembly bldg						
78	Shop						
79	Poss forge/foundry						
80	Subassembly/fabrication bldg						Addition built onto NW side between []
81	Subassembly/fabrication bldg						
82	Subassembly/fabrication bldg						
83	Shop/subassembly bldg						

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Table 1. (Continued)

Item No	Probable Function	Dimensions* (ft)			Roof Cover (sq ft)	Date First Observed**	Explanatory Notes
		Length	Width	Height			
84	Utility bldg					May be office space Still u/c [] location suggests it will be additional admin/engineering/lab space Multistory bldg U/C []	
85	Utility bldg						
86	Admin/engineering bldg						
87	Admin/engineering bldg						
88	Subassembly/fabrication						
89	Utility bldg						
90	Utility bldg						
91	Storage bldg						
92	Warehouse						
93	Warehouse						
94	Utility/storage bldg						
95	Utility/storage bldg						
96	Utility/storage bldg						
97	Utility/storage bldg						
98	Utility/storage bldg						
99	Admin bldg						
100	Admin bldg						
101	Admin bldg						
102	Admin bldg/housing						
103	Storage/utility bldg						
104	Shop/garage						
105	Admin bldg/housing						
106	Admin bldg/housing						
107	Parking garage						
						Outside plant security wall Outside plant security wall Outside wall; prob 3-story bldg U/C Apr 43; a prob 4- or 5-story bldg outside plant U/C Apr 43; a prob 2- or 3-story bldg outside plant U/C Apr 43; outside plant security wall Outside plant security wall Outside plant security wall U/C Apr 43; outside plant security wall U/C Apr 43; outside plant security wall	

*Dimensions for slightly irregular bldgs are generalized; therefore the roof cover figures are approximations. Multiple dimensions for a single structure indicate the sizes of the principal sections of the bldg and/or the heights of the various roof levels. See figures 2 and 3 for bldg configurations.

**Completion dates are not stated because of gaps in coverage. Most of the bldgs apparently were complete when first seen; exceptions are indicated under explanatory notes.

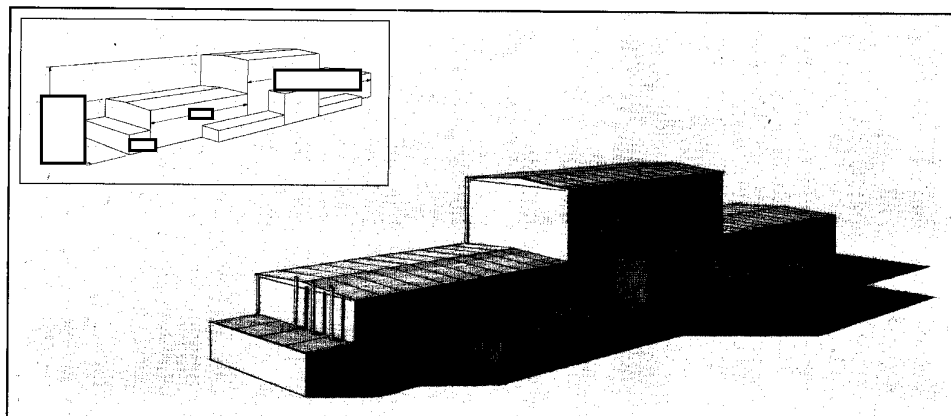


FIGURE 8. ARTIST'S CONCEPTION OF PROBABLE VERTICAL ASSEMBLY/TEST BUILDING (Item 57, Figure 3).

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